CONTRACTOR OF STREET 1. AMBINIARY ACCIDENT BOARD APPOINTED BY 6 3. DTG BLOCKLY OF R 149454 C.O. FITRON NINE TWO 1-64A 121257U Feb FLB 32-25N, 118-20W# 30. DA TO: Commander, Navel Adelion Safety Center
7. WA: C.O. FITRON NINE TWO 230°M 65 NM NAS Miramar ALPHA 13. FLIGHT COOK # 12 TIME IN PLIGHT Day 01 + 24 146 COMCARAIR VING NINE 14. CLEANED COMFAIRSANDIEGO TO NAS Miramar FROM NAS Miramar COMNAVAIRPAC 15. TYPE CLEARANCE 17. A/C WEIG 38,000 VFR Local 300 E 18 SHEF DESCRIPTION OF MEDIAP Left roll through inverted position. Collision with water, uncontrolled. S.L. O TERMAN
20. UST MODEL BUND REPORTING CUSTODIAN AND DAMAGE CLASSFICATION OF ANY OTHER ACC SHOULDED CO. THE PROPERTY Res. 27823 (4-24 A/O FACTOR \* 7 FACTOR **医** 医/星 開發 FACTOR V S Committee of the last 1. MANE (Lest, first, & middle imilial) tols at time of mist Front Cookmi 1319 USNR Pilot RENEAU. James A LTJG CO-PILOT GO ITEM ITEM ALL ALL HODELS **1**5 509 711 MA 37 ENCE IN HOU ALL HODELS IN LAST 12 HONTHS IS LAST & NOKTHS de bir 221 ALL ALL HODELS IN LAST 3 MONTHS 96 172 A/C ALL SEMES THIS MODEL 258 22 / 3 OFT/CPT 172 PILOT ALL SERIES THIS MODEL LAST 12 HONTHS OFT/CPT 10 Feb 196 ALL DERIES THIS MODEL LAST 3 HONTHS A/C OFT/OPT Stan 113 NOV 1963 25. BAME BAIL BOX & H RIO Cocknit USNR LT BUTNER, Richard W. Б

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At approximately 10300 on 12 February 1964 the following personnel began to brief for a scheduled low altitude intercept flight:

(b) (6)

NG 207

LTJG RENEAU LT BUTNER

NG 209

The briefing was normal. One aircraft was to act as target, the other as fighter. Halfway through the flight the aircraft would switch. Altitudes would be 1000 and 2000 feet for the first runs, then dropping to 500 and 1000 feet.

The controller assigned was BIG BROTHER, with COMPTON PALACE as backup.

The flight made a section takeoff on runway 24R at NAS Miramer at 1133U and made a Seawolf 3 instrument departure. NG 209 flew wing, and during the takeoff developed mild oscillation in roll. The RIO, LT BUTNER, asked about the oscillations and LTJG RENEAU replied that the aircraft was out of trim.

A second set of roll oscillations developed during the departure.

The pilot again stated the aircraft was out of trim. The pilot then said he thought the centerline tank was loose causing the roll oscillations.

NG 209 asked NG 207 to check his centerline tank as he thought it might be loose. The lead was changed, NG 207 made a visual inspection of 209 and could not see any movement of the tank. The flight continued.

Shortly thereafter LTJG REMEAU asked LT BUTNER to jot down that the stick had \$\frac{1}{2}\$ to 3/4 inch side play. This was the source of some concern to LT BUTNER. (Eight days before a pilot had downed an aircraft for too much stick play, and maintenance had found the cannon plug at the base of the force transducer loose and ready to disconnect. See enclosure 15).

LT BUTNER asked if LTJG RENEAU were familiar with this occurrence, and LT RENEAU said no. LT BUTNER explained it to him and stated that the flight would use a minimum altitude of 1000 feet vice the 500 feet briefed. The pilot agreed. No more oscillations occurred, and LTJG RENEAU made no statements indicating further difficulty.

The flight attempted to contack BIG EROTHER and failed. (The flight took off 42 minutes ahead of schedule). Contact was made with GOMPTON PALACE and four (4) low altitude intercepts were run. The radar went out in NG 209 and the pilots agreed 209 would act as target during the flight. During the intercept the flight had difficulty remaining clear of other aircraft and ships, and was using hard turns attempting to remain in clear areas. NG 209 made turns using up to 45° of bank during this time.

The flight then tried again to contact BIG EROTHER; control was transferred to USS TOPEKA, and an intercept attempted. The flight leader (LT (b) (6) was concerned about ships and aircraft in the area and asked to be vectored south to get clear. The two aircraft joined up with 209 in the lead and were vectored south, passing directly over the USE TOPEKA at 1000 feet, 300 kmots.

Shortly thereafter the flight approached a column of LST's. The flight leader dropped to an altitude of 500 feet to see if the LST's were firing. He observed that the crewwas at General Quarters.

The flight passed over the LST's with NG 209 at 1000 feet and 207 at 500 feet almost directly below 209. At this time or shortly thereafter, LTJG RENEAU asked his RIO where 207 was. LT BUTNER replied that he couldn't see 207. LTJG RENEAU then transmitted "207 what's your position". 207 made no reply as he was returning to an easily visible wing position. LTJG RENEAU again asked his RIO "where's 207" and LT BUTNER replied "It is at 4 0'clock". LTJG RENEAU then turned his head and looked at 207.

The flight continued to a point seven (7) to ten (10) miles from the LST's flying at 1000-1200 feet, 300 knots. NG 209 then began to roll smoothly to the left with no apparent movement in pitch or yaw. As it approached the inverted position the nose began to drop and as it passed inverted the nose fell through rapidly.

At this point LT BUTNER started to eject, and as he reached for the face curtain he felt the aircraft begin to buffet. There was no transmission from the pilot nor did LT BUTNER have time to ask what had happened. Simultoneously NG 209 was going out of sight behind and below NG 207, and LT taneously NG 209 was going out of sight behind and below NG 207, and LT (b) (6) was transmitting "Pull it up", "Pull it up". NG 209 disappeared from LT (b) (6) view in an altitude 30° nose down and 45° right bank, still rolling left.

The transmission "Pull it up" was the last thing LT BUTNER heard before ejection. His ejection was completely successful resulting in minor bruises and a cut tongue. NG 209 crashed at 230°M, 65 NM from NAS Miramar, in 650 fathoms of water. The pilot LTJG RENEAU was killed on impact. LT BUTNER was rescued by the USS TOPEKA after approximately one (1) hour in the water.

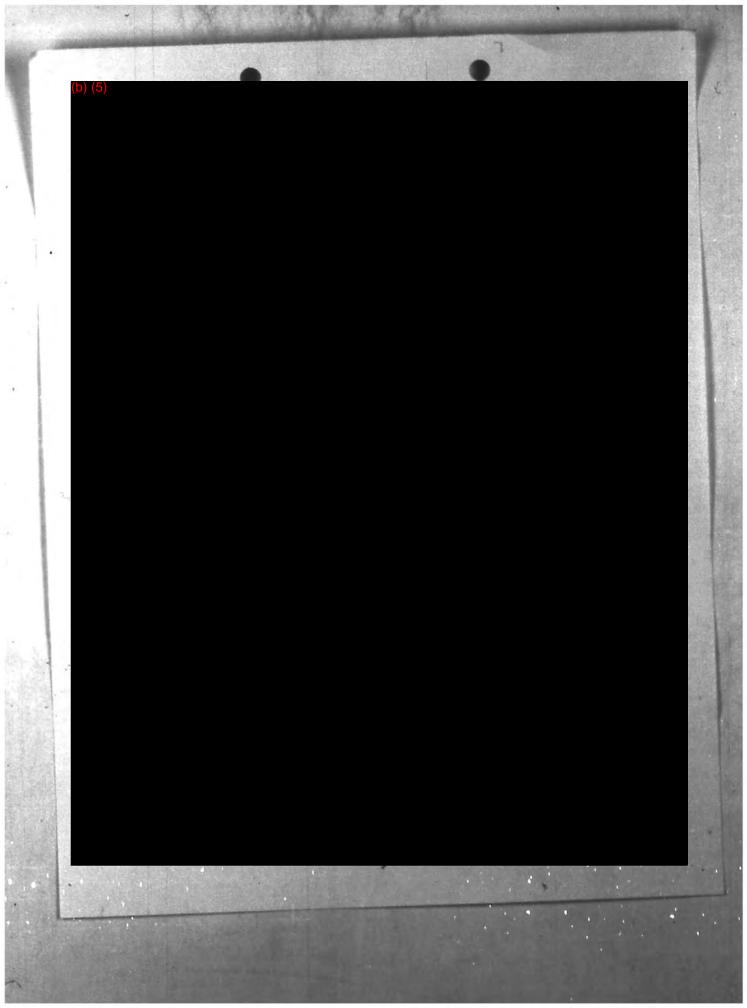
## PART VI DAMAGE TO AIRCRAFT

The aircraft crashed at sea in 650 fathoms of water and was completely destroyed. The following items were recovered:

- a. The pilot's Scott Pan, parachute and flight gear
- b. The RIO's Scott Pan, survival equipment and flight gear
- c. One (1) nose wheel and tire
- d. Two (2) high pressure air bottles
- e. Three (3) sections of honoyoumb
- f. Aft half of centerline fuel tank

PART VII THE INVESTIGATION

(b) (5)



(b) (5)

(b) (5)

## PART VIII THE ANALYSIS

(b) (5)

(b) (5)

STATEMENT OF II. RICHARD WILLIAM BUTNER, (b) (6)

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P 3750.6E

Enclosure (2)

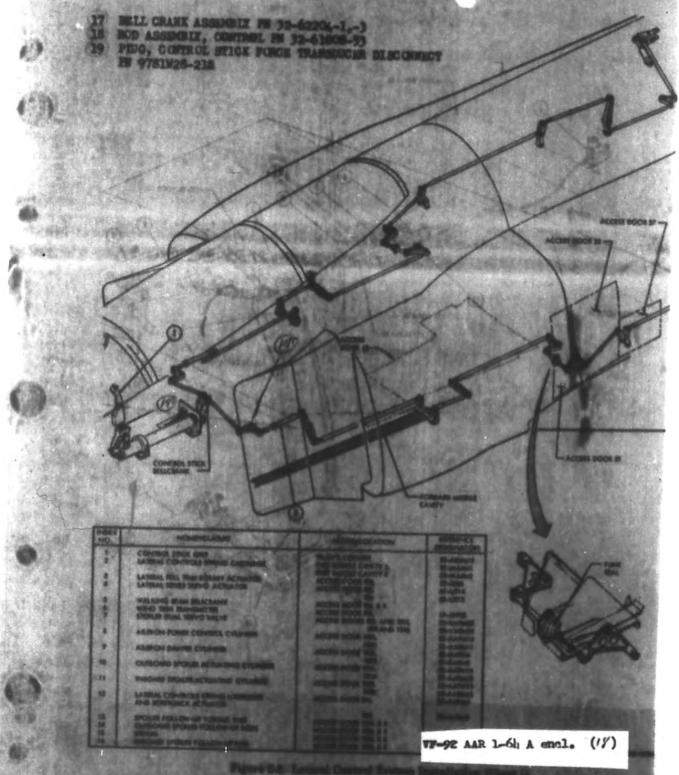
The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.

## RESUME OF PILOTS FLIGHT EXPERIENCE

Fiscal Year	Command Attached	Model Aircraft	Flight Hours	CV Landings Day/Nite	Operational/ Profisciency
1962	Naval Air Training	T-34 T2J	33 94	0/0	Operational Operational
1963	Naval Air Training	T2J F9F-8B/T F-11A TF-9J	15 115 29 2	6/0 6/0 0/0 0/0	Operational Operational Operational
	Naval Justi School	CO TIA	3	0/0	Proficiency
	VF-121	TF-9J	27	0/0	Operational
1964	VF-121	TF-9J TF-10B F-4A/B	n n	0/0 0/0 11/6	Operational Operational Operational
	VF-92	F-LA/B TF-9J	88 8	1/4 0/0	Operational Operational

90 Oceales for E. D. EVANS LIT USN

## All statements withheld under exemption (b)(5).



ACCORDANCE WITH STEAT LET F 3780. CL

EIGHTER SQUAD ON MINETY-TWO C/O FLE.T POST OFFICE SAN FRANCISCO, CALIFORNIA

WEDNESDAY 12 FEBRUARY 1964

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VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 PEB 64; P4B, BUNO: 14945A; PILOT: RENEAU.
PILOT'S PARACHUTE-NG 209 (NOTE UNDAMAGED SHOULDER HARNESS. ARROW POINTS,
TO CHUTE WITH DRAWAL LINE CUT BY GUILLOTINE...
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 PEB 64; P4B, BUNO: 149454; PILOT: REMEAU.
TOP HALF OF PILOT'S SCOTT PAN (NG 209) THUMB POINTS TO LUG SHOWING
DISTORTION.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 64 OPMAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; F4B, BUNO: 149454; PILOT: RENEAU. PILOT'S SCOTT PAN BOTTOM HALF. ARROW INDICATES CUT PORTION. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12FEB 64; F4B, BUNO: 149454; PILOT: RENEAU. PILOT'S APH-5 HELMET (NG 209) ARROWS POINT OUT SCRATCHES 52 INCHES APART. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

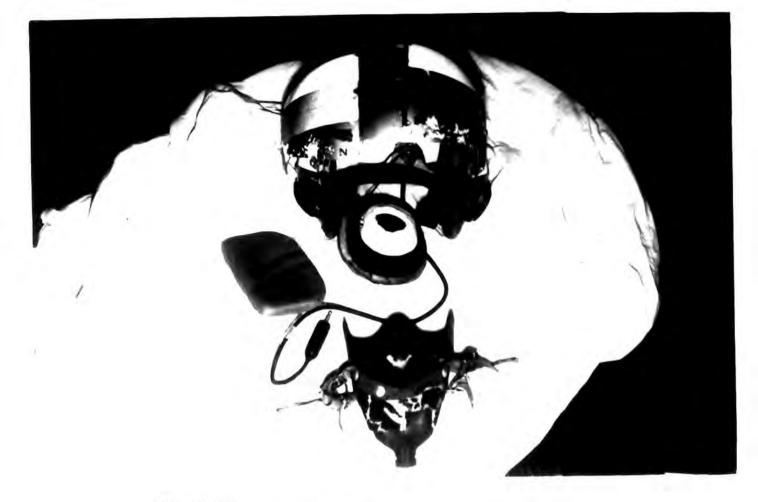
VF-92 AAR SERIAL: 1-64A; 12 FEB 64; F4B, BUNO: 149454; PILOT: RENEAU. PILOT'S HELMET AND OXYGEN MASK (NG 209) SHOWS IMPACT DAMAGE. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR Serial:1-64A; 12 Feb 64; F4B, Buno: 149454; Pilot: Reneau
Total debris recovered. Portion of 600 gallon centerline tank split at rear attaching lug.
Two high pressure air bottles. Portions of wing structure honeycomb. Nose tire.
Special Handling required in accordance with Para 66 OpNavInst P3750.6E.



VF-92 AAR Serial:1-64A; 12 Feb 64; F4B, Buno: 149454; Pilot: Reneau Aft tip of 600 gallon centerline tank showing damage from collision with under fuselage. Special Handling required in accordance with Para 66 OpNavInst P3750.6E.



VF-92 AAR SERT

VF-42 AAR SERIAL: 1-A4A; 12 FEB 64; F4B, BUNO: 149454; PILOT: RENEAU.
PILOT:S HELMET AND OXYGEN MASK (NG 209) SHOWS IMPACT DAMAGE.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPHAVINST, P3750-6E



VP-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12FEB 64; F4B, BUNO: 149454; PILOT: RENEAU. FILOT'S APH-5 HELMET (NG 209) ARROWS POINT OUT SCRATCHES 52 INCHES APART. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



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VF-92 AAR SERIAL: 1-64A; 12 PEB 64; F4B, BUNO: 149454; PILOT: RENEAU.
FILOT'S SCOTT PAN BUTTOM HALP. ARROW INDICATES CUT PORTION.
FPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PAHA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, BUNO: 149454; PILOT: RENEAU.
PILOT'S PARACHUTE-NG 209 (NOTE UNDAMAGED SHOULDER HARNESS. ARROW POINTS,
TO CHUTE WITH DRAWAL LINE CUT BY GUILLOTINE...
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 PEB 64; P4B, BUNO: 149454; PILOT: RENEAU.
PILOT'S PARACHUTE-NG 209 (NOTE UNDAMAGED SHOULDER HARNESS. ARROW POINTS,
TO CHUTE WITH DRAWAL LINE CUT BY GUILLOTINE...
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



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VP-92 AAR SERIAL: 1-64A; 12 PEB 64; P4B, BUNO: 149454; PILOT: RENEAU.
FILET'S SCOTT PAN BUTTOM HALP. ARROW INDICATES OUT PORTION.
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